

### **Boehlert-Markey et al CAFE bill summary**

The bill directs the Secretary of Transportation to ensure that by 2016 the average fuel economy of the fleet of U.S. automobiles, both cars and light trucks, is at least 33 miles per gallon (mpg).

- At today's gas prices, 33 mpg could be achieved economically and safely using the technologies identified by the National Academy of Sciences in its 2002 report on fuel economy. This would save pickup and SUV owners more than \$2,000 over the life of their truck, and car owners at least \$1,000, even after paying for the cost of the new technologies. That's assuming gas costs only \$2.00 a gallon. Saving would be greater at today's prices.
- In prescribing the regulations, the Secretary must ensure that the safety of automobiles is not negatively affected, and maximize the retention of jobs in the United States.
- The bill allows the Secretary to establish separate standards for different size vehicles, as long as the overall average of the fleet is at least 33 mpg. This would allow the Secretary the flexibility to implement a size-based system similar to the Administration's proposal for reforming light-truck fuel economy standards, but eliminates the incentive to defeat the system by simply building bigger vehicles.
- The Secretary is also authorized to establish a credit trading program between manufacturers. This was recommended by the National Commission on Energy Policy, and is widely recognized as a way to reduce the costs of compliance.
- Finally, the bill would strike the provision in current law that makes almost any change the Department of Transportation may make to the standard for cars (passenger automobiles in the bill) subject to disapproval by either House of Congress. Similar provisions have been declared unconstitutional in the past, and this section may have discouraged the Administration from seeking further improvements to car fuel efficiency.